

RTIP ID# *(required)* RIV071246

TCWG Consideration Date

May 22, 2012

Project Description *(clearly describe project)*

The City of Coachella is proposing to construct a new Grade Separation overhead structure spanning over Union Pacific Railroad (UPRR) mainline tracks and Grapefruit Blvd/Hwy 111, from Shady Lane to approximately 600 feet east of Industrial Way/Tyler Street intersection along Avenue 52. Project improvements include: A new connection road from Avenue 52 to Grapefruit Blvd/Hwy 111, bike lanes, sidewalks, retaining walls, reconstruction and addition of traffic signals and driveways, and removal of the existing at-grade crossing.

The proposed Build alternative includes the following main features as shown in Figure 1.

New Connection Road extending Sunset Drive to Grapefruit Boulevard

To maintain connectivity to Grapefruit Boulevard, a new connection road extending Sunset Drive to Grapefruit Boulevard will be constructed via Avenue 52 at Sunset Drive. The current three legged intersection at Sunset Drive/ Avenue 52 will be reconstructed with the addition of a new southern leg at the existing intersection, which will extend Sunset Drive to form a new intersection at Grapefruit Boulevard. The Sunset Drive extension will provide access between Grapefruit Boulevard and Avenue 52 as well as provide access to a commercial site located at the southwest corner of Avenue 52/ Grapefruit Boulevard intersection.

Roadway Design

The Avenue 52 roadway structure would be constructed to meet current design standards. The roadway geometries would be modified to transition the existing through lanes starting from the western terminus at Shady Lane intersection to Calle Limon. Portions of the Avenue 52 roadway from Calle Limon to Tyler Street/Industrial Way, including the new overhead structure would be constructed to accommodate a total of four through lanes (two through lanes for each direction), matching existing four through lanes configuration.

The roadway from Shady Lane to Tyler Street will be constructed with a shared shoulder/ bike lane, and an ADA compliant sidewalk to provide safer travel for bicyclists and pedestrians. Additionally, a median would separate the through lanes in each direction. Existing drainage features along Avenue 52 would be modified to better accommodate stormwater runoff.

Driveway Relocation

Access driveway west of Grapefruit Boulevard – This access driveway to commercial properties will be relocated in order to accommodate the construction of the Avenue 52 Grade Separation Project. Direct driveway access to Avenue 52 from properties located adjacent to the new bridge structure will be either restricted and/or relocated. The Sunset Drive extension will provide access to Avenue 52 for commercial properties located adjacent to the Grapefruit Boulevard and Avenue 52 intersection.

Access driveway east of Grapefruit Boulevard/UPRR Tracks – Driveway access to properties east of Grapefruit Boulevard/UPRR Tracks along Avenue 52 will be restricted. The existing Coachella Valley Water District (CVWD) driveway on Avenue 52 will be vacated. A new driveway along Tyler Street will be constructed as a replacement for CVWD access driveway.

Access to industrial and commercial businesses located on the southwest corner of Avenue 52 and Industrial Way will be relocated. A roadway with a cul-de-sac will be constructed to provide access to the commercial properties within the project area, which will be located parallel and south of Avenue 52, via Industrial Way.

Other Features include bicycle lanes, traffic signals at three intersections (Shady Lane/ Ave 52, Sunset Drive/ Ave 52, Grapefruit Boulevard/ Sunset Avenue), sidewalks, and retaining walls. Utility relocations will be required as part of the proposed project.

Type of Project <i>(use Table 1 on instruction sheet)</i> Reconfigure existing interchange and roadway realignment.				
County Riverside	Narrative Location/Route & Postmiles In the City of Coachella – Avenue 52 grade separation over Grapefruit Blvd/ Hwy 111 & UPRR: Construct new (non-capacity) Avenue 52 grade separation overhead structure spanning over UPRR mainline tracks and Grapefruit Blvd/Hwy 111, from Shady Lane to approximately 600' east of Industrial Way/Tyler Street intersection along Avenue 52. Improvements include: Reconfigure connection from Avenue 52 to Grapefruit Blvd/Hwy 111, bike lanes, sidewalks, retaining walls, reconstruct traffic signals and driveways, and remove existing at-grade crossing. (The project limits are within the City of Coachella's jurisdiction and postmiles are not applicable). Federal Project No. CML 5294(007)			
Lead Agency: City of Coachella				
Contact Person Nasrin Behmanesh	Phone# (626) 440-6345	Fax# (626) 440-1655	Email Nasrin.Behmanesh@parsons.com	
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 <input checked="" type="checkbox"/> PM10				
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
<input checked="" type="checkbox"/> Categorical Exclusion (NEPA)	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	Other
Scheduled Date of Federal Action: February 2012				
NEPA Delegation – Project Type <i>(check appropriate box)</i>				
Exempt	<input checked="" type="checkbox"/> Section 6004 – Categorical Exemption	Section 6005 – Non-Categorical Exemption		
Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start	2/7/2011	2/16/2012	2/16/2012	11/1/2013
End	7/20/2012	2/25/2013	4/22/2013	3/31/2015
Project Purpose and Need (Summary): <i>(attach additional sheets as necessary)</i> The proposed project is part of an overall regional and countywide strategy to improve safety and mobility at rail and highway grade crossings and has been included within latest SCAG plan, 2011 FTIP, Amendment 22 (see attachment), and in Coachella Valley Association of Government's Transportation Plans and Programs. The following objectives are applicable to the proposed project:				
<ul style="list-style-type: none"> • Improve public safety by removing the at-grade crossing across the UPRR tracks, which ultimately eliminates the potential for train versus automobile/truck/pedestrian accidents. • Improve mobility by providing direct access over and across the UPRR tracks, which would improve emergency vehicle response times by eliminating traffic queuing and associated delays. • Accommodate goods movement traffic along the existing rail corridor, including the areas in the eastern Coachella Valley. • Improve air quality by reducing extended periods of vehicles idling at the train crossing. • Reduce noise intrusion into the adjacent neighborhood from train horn soundings. • Improve traffic operations and accommodate future planned growth by enhancing LOS at local area street intersections. • Accommodate existing and planned land uses in the city of Coachella and surrounding areas, as defined in their respective General Plans. 				
In summary, the proposed project is needed to: improve mobility; address vehicular, pedestrian and bicycle safety crossing the UPRR; improve emergency response times; and accommodate future traffic and population demands.				

Surrounding Land Use/Traffic Generators (especially effect on diesel traffic)

Land uses adjacent to the proposed improvements sites include commercial properties on the west of Grapefruit Boulevard/Hwy 111 (northwest and southwest of the intersection with Avenue 52), and on the southeast of the intersection of Avenue 52 and Grapefruit Blvd; an administrative office building (Coachella Valley Water District property) on the northeast quadrant of the intersection. Residential uses are located north and south of Avenue 52 from the western limit of project (Shady Lane) to Sunset Drive; and northeast of Avenue 52 and Tyler Street intersection. Sensitive receptors in the project vicinity are shown in Figure 2. The proposed project would not affect the adjacent land uses or truck traffic generation factors.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**Table 1. Roadway Segments Traffic Data for Opening Year 2015 - No Build and Build**

Roadway Segment	2015 - No Build			2015 - Build			AADT Change	
	AADT		% Trucks	AADT		% Trucks	All	Trucks
	All Vehicles	Trucks		All Vehicles	Trucks			
Avenue 52, between								
Shady Lane and Genoa Street	9,563	137	1.4%	9,875	81	0.8%	312	-56
Genoa Street and Calle Limon	9,213	56	0.6%	9,638	94	1.0%	425	38
Calle Limon and Sunset Drive	9,319	94	1.0%	9,700	100	1.0%	381	6
Sunset Drive and Grapefruit Blvd/Hwy 111	9,126	112	1.4%	15,110	837	5.5%	-8,045	448
Grapefruit Blvd/Hwy 111 and Tyler Street	14,029	277	0.6%					
Grapefruit Boulevard /Hwy 111, between								
9 th Street and Bagdad Avenue	16,537	352	2.1%	17,115	318	1.9%	578	-34
Bagdad Avenue and Hill Drive	16,298	345	2.1%	16,656	292	1.8%	358	-53
Hill Drive and Avenue 52	16,146	318	2.0%	16,477	292	1.8%	922	-20
Ave. 52 and proposed Sunset Dr. Connector	14,885	299	2.0%	15,476	305	2.0%		
South of Sunset Drive								

AADT – average annual daily traffic; Truck data include the 3- and 4- axel trucks, which generally use diesel fuel

Source: Parsons, 2011.

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**Table 2. Roadway Segments Traffic Data for Horizon Year 2035 - No Build and Build**

Roadway Segment	2035 - No Build			2035 - Build			AADT Change	
	AADT		% Trucks	AADT		% Trucks	All	Trucks
	All Vehicles	Trucks		All Vehicles	Trucks			
Avenue 52, between								
Shady Lane and Genoa Street	18,688	281	1.5%	19,719	87	0.4%	1,031	-194
Genoa Street and Calle Limon	18,639	119	0.6%	21,150	94	0.4%	2,511	-25
Calle Limon and Sunset Drive	18,832	187	1.0%	21,150	100	0.5%	2,318	-87
Sunset Drive and Grapefruit Blvd/Hwy 111	18,476	212	1.1%	29,156	537	1.8%	-15,147	-143
Grapefruit Blvd/Hwy 111 and Tyler Street	25,827	468	1.8%					
Grapefruit Boulevard /Hwy 111, between								
9 th Street and Bagdad Avenue	33,532	703	2.1%	34,096	318	0.8%	564	-424
Bagdad Avenue and Hill Drive	32,902	683	2.1%	33,002	292	0.8%	100	-424
Hill Drive and Avenue 52	32,657	630	2.0%	32,696	292	0.8%	662	-657
Ave. 52 and proposed Sunset Dr. Connector	30,176	551	2.0%	30,799	305	0.9%		
South of Sunset Drive								

AADT – average annual daily traffic; Truck data include the 3- and 4- axel trucks, which generally use diesel fuel

Source: Parsons, 2011.

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

The facility is an at-grade intersection crossing which will be reconfigured to a grade separation structure. The Roadway segments data are provided in the above sections (Tables 1 and 2). Traffic conditions at the affected intersections are presented in Tables 1-a and 2-a.

Table 1-a. Intersections Traffic Data – Opening Year 2015

Intersection	Peak Hour	No Build		Build	
		LOS	Delay/Vehicle	LOS	Delay/Vehicle
Shady Lane/Ave 52	AM	B	12.7	B	16.2
	PM	B	13.2	B	12.6
Genoa St/Ave 52	AM	B	10.5	C	16.1
	PM	B	10.6	C	15.7
Calle Limon/Ave 52	AM	B	11.6	B	11.5
	PM	B	11.4	B	10.3
Sunset Dr/Ave 52	AM	B	10.8	C	22.6
	PM	B	11.8	C	22.7
Grapefruit Blvd/9th St	AM	D	25.7	D	26
	PM	D	28.3	D	29.3
Grapefruit Blvd/Bagdad Ave	AM	C	20.8	C	21.2
	PM	D	32.3	D	32.9
Grapefruit Blvd/Hill Dr	AM	C	18.9	C	19.4
	PM	D	27.1	D	27.7
Grapefruit Blvd/Ave 52	AM	C	25.7	- a	- a
	PM	C	26.2	- a	- a
Tyler St/Industrial Wy/Ave 52	AM	F	81.5	C	25.4
	PM	E	39.3	C	22.8
Sunset Dr/ Grapefruit Bl	AM	- a	- a	B	16.8
	PM	- a	- a	B	16.3

^a Proposed or relocated intersection, for which traffic data is not applicable.

Table 2-a. Intersections Traffic Data – Horizon Year 2035

Intersection	Peak Hour	No Build		Build	
		LOS	Delay/Vehicle	LOS	Delay/Vehicle
Shady Lane/Ave 52	AM	D	41.4	B	17.7
	PM	E	46	B	14.4
Genoa St/Ave 52	AM	C	22.2	B	13.3
	PM	D	26.4	B	12.2
Calle Limon/Ave 52	AM	C	18.8	C	23.7
	PM	C	18.7	C	16.1
Sunset Dr/Ave 52	AM	C	15.8	C	34.4
	PM	C	20	C	31.7
Grapefruit Blvd/9th St	AM	F	494	F	517.8
	PM	F	670.3	F	756
Grapefruit Blvd/Bagdad Ave	AM	F	361	F	365.5
	PM	F	1125.4	F	1099.2
Grapefruit Blvd/Hill Dr	AM	F	121.6	F	129.6
	PM	F	537.5	F	545.8
Grapefruit Blvd/Ave 52	AM	D	54.4	- a	- a
	PM	E	65.5	- a	- a
Tyler St/Industrial Wy/Ave 52	AM	F	2180	D	44.0
	PM	F	1340.8	C	32.7
Sunset Dr/ Grapefruit Bl	AM	- a	- a	C	22.8
	PM	- a	- a	C	31.7

^a Proposed or relocated intersection, for which traffic data is not applicable.

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*

The proposed project is intended to improve traffic flow and safety through grade separation of Avenue 52 at the UPRR train crossing. This will reduce the emissions by eliminating vehicle idling while waiting for the trains to pass by. The proposed project would improve vehicular, pedestrian and bicycle safety, thus contributes to the improving multi modes of transportation, facilitating physical activity and promoting healthy environment.

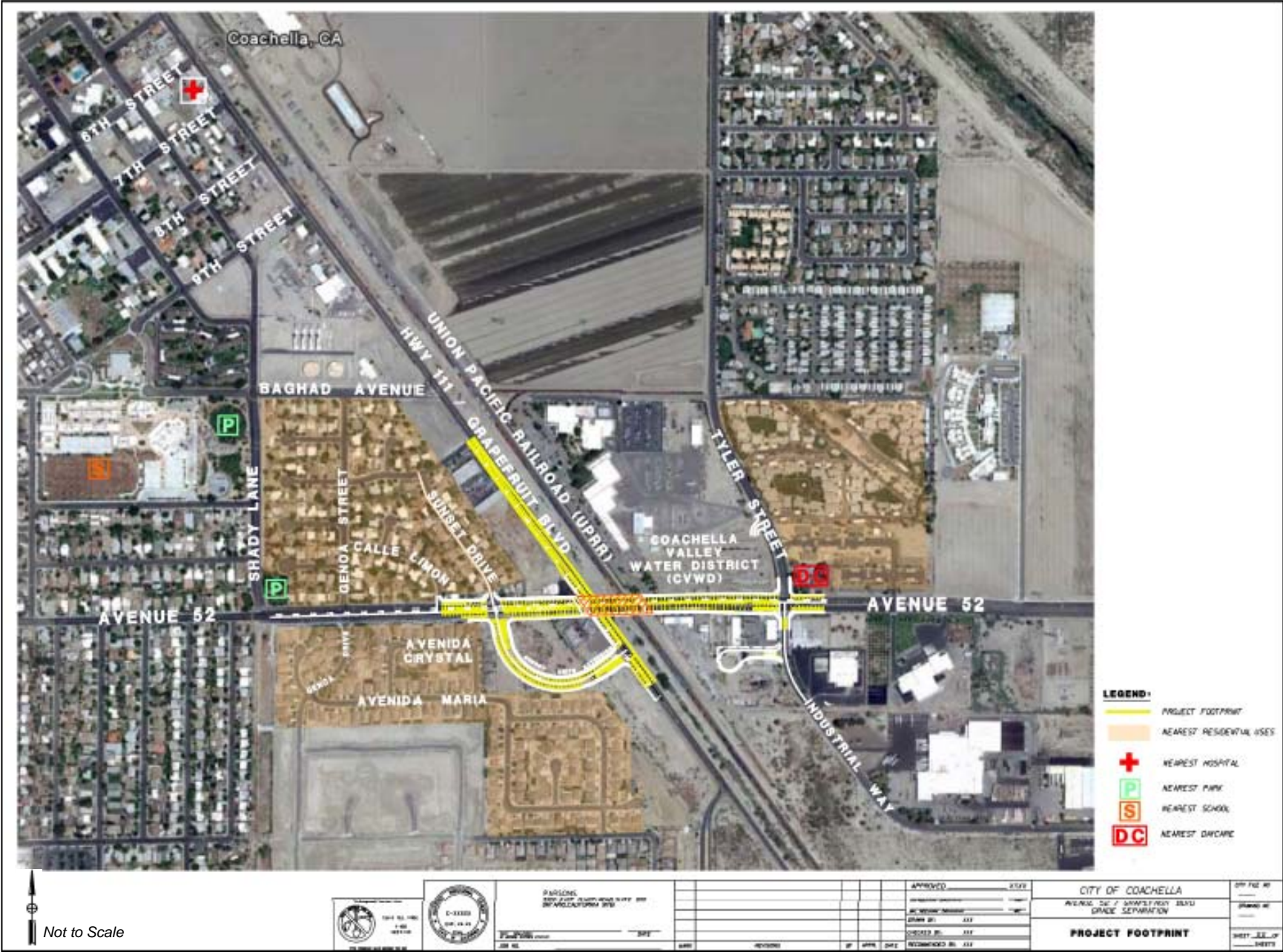
As the data in Tables 1 and 2 show, some roadway segments within the project corridor would have a decrease in daily traffic volume, while some would have an increase in traffic volume. The segment that shows a considerable decrease in traffic volume is adjacent to the Campos Unidos Preschool, located east of the UPRR and north of Avenue 52.

The proposed improvements at Avenue 52 are considered a “Backbone Priority Project”; according to the Coachella Valley transportation project prioritization study (TPPS), backbone projects are projects that have an importance to the regional circulation. With anticipated growth in the project area, the project will reduce congestion anticipated at the at-grade railroad crossing and would eliminate the potential for train-versus-vehicle accidents in the future.

Comments/Explanation/Details *(attach additional sheets as necessary)*

The proposed project was previously qualified as not a project of local air quality concern (not a POAQC), by the TCWG in their January 2012 meeting. (Please see attached concurrence notification). This revised form is provided because the project is now being replaced in-kind as an existing 4-lane configuration grade separation structure, which is exempt from air quality conformity analysis (please see the attached page from the SCAG’s 2011 FTIP project listing).

Figure 1. Proposed Project Improvements and Sensitive Receptors Locations



2011 Federal Transportation Improvement Program

Riverside County
State Highway
Including Amendments 1-15 and 17-23
(In \$000's)

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment		
RIV071246	Riverside	SSAB		3GL04	NCN31	111	27	27	S	EXEMPT - 93.126	22		
Description:							PTC	24,366	Agency	COACHELLA			
IN CITY OF COACHELLA – CONSTRUCT NEW (NON-CAPACITY) AVE 52 GRADE SEPARATION OVERHEAD STRUCTURE SPANNING OVER UPRR MAINLINE TRACKS AND GRAPEFRUIT BLVD/HWY 111, FROM SHADY LN TO APPROX 600' E/O INDUSTRIAL WAY/TYLER ST. IMPROVEMENTS INCL: RECONFIG CONNECTION FROM AVE 52 TO GRAPEFRUIT BLVD/HWY 111, BIKE LNS, SIDEWALKS, RETAINING WALLS, RECONST TRAFFIC SIGS/DRIVEWAYS, REMOVE EXISTING AT-GRADE CROSSING													
Fund		ENG	R/W	CON	Total	Prior	2010/2011	2011/2012	2012/2013	2013/2014	2014/2015	2015/2016	Total
CMAQ		2,362	2,500	5,318	10,180	2,362		2,500	5,318				10,180
Section 125 - Surface Transportation Priorities				380	380				380				380
CITY FUNDS		306		2,500	2,806	306			2,500				2,806
PRIVATE FUNDS				1,000	1,000				1,000				1,000
TRADE CORRIDOR PROGRAM				10,000	10,000				10,000				10,000
RIV071246 Total		2,668	2,500	19,198	24,366	2,668		2,500	19,198				24,366

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment		
RIV091008	Riverside	SSAB		3A07131	CAX63	111	51.8	54.1	S	NON-EXEMPT	0		
Description:							PTC	17,000	Agency	PALM SPRINGS			
IN PALM SPRINGS HWY 111 (VISTA CHINO) WIDENING: HWY 111 FROM 5 TO 6 THRU LNS (ADD A 3RD WB LN) BTWN VOLTURNO RD AND SUNRISE WY, INC. INT IMP @ SUNRISE WY/HWY 111 & FARRELL DR/HWY 111; AND WID. FROM 4 TO 6 THRU LNS (ADD A 3RD WB & EB LN) BTWN VOLTURNO RD & EAST CITY LIMITS, INC. INT IMP AT GENE AUTRY TR/HWY 111. OTHER IMP INC. INT IMP @ HWY 111/ INDIAN CYN DR & PALM CYN DR/HWY 111.													
Fund		ENG	R/W	CON	Total	Prior	2010/2011	2011/2012	2012/2013	2013/2014	2014/2015	2015/2016	Total
CITY FUNDS		2,000	5,000	10,000	17,000		2,000			5,000		10,000	17,000
RIV091008 Total		2,000	5,000	10,000	17,000		2,000			5,000		10,000	17,000

ProjectID	County	Air Basin	Model	RTP ID		Program	Route	Begin	End	System	Conformity Category		Amendment	
RIV110122	Riverside	SCAB		3M0738		CAX63	215	8	10	S	NON-EXEMPT		1	
Description:								PTC	13,000	Agency	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)			
ON I-215 IN SW RIVERSIDE COUNTY FROM MURRIETA HOT SPRINGS RD TO I-215/I-15 JUNCTION, CONSTRUCT A THIRD MIXED FLOW LANE SOUTHBOUND (WIDENS I-215/I-15 CONNECTOR FROM 2 TO 3 LANES)														
Fund		ENG	R/W	CON	Total	Prior	2010/2011		2011/2012	2012/2013	2013/2014	2014/2015	2015/2016	Total
RIV CO SALES TAX		1,800	400	10,800	13,000		900		1,300	10,800				13,000
RIV110122 Total		1,800	400	10,800	13,000		900		1,300	10,800				13,000

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment		
RIV070305	Riverside	SCAB		RIV070305	CAX63	215	8.2	16	S	NON-EXEMPT	17		
Description:							PTC	29,228	Agency	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)			
ON I-215 IN SW RIVERSIDE CO. FROM MURRIETA HOT SPRINGS RD TO SCOTT RD: CONSTRUCT A 3RD MIXED FLOW LANE IN EA DIR (WIDENS I-215 FROM 4 TO 6 LANES - 3 IN EA. DIR). THE PROJECT INCLUDES THE CONSTRUCTION OF A NEW INSIDE SHOULDER IN BOTH DIRECTIONS, A NEW MEDIAN BARRIER, OVERLAY OF EXISTING LANES, AND WIDENS THE EXISTING KELLER UC BRIDGES (NON-CAPACITY ENHANCING) TO SUPPORT THE NEW LANES (EA: 0F161).													
Fund		ENG	R/W	CON	Total	Prior	2010/2011	2011/2012	2012/2013	2013/2014	2014/2015	2015/2016	Total
CORRIDOR MOBILITY PROGRAM				10,297	10,297		10,297						10,297

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TCWG Project-Level PM Hot Spot Analysis Project Lists

Review of PM Hot Spot Interagency Review Forms

January 2012	Determination
LA0F007	Not a POAQC - Hot Spot analysis not required
LAE0266	Not a POAQC - Hot Spot analysis not required
ORA125	Only project update; The project scope has not been changed (It was determined that this was not a POAQC at the September 2006 TCWG meeting)
RIV071246	Not a POAQC - Hot Spot analysis not required